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Government
Publications

LESLIE STREET STUDY

PROCTOR, REDFERN, BOUSFIELD & BACON
Consulting Engineers and Town Planners

75 EGLINTON AVENUE EAST
TORONTO 12, ONTARIO

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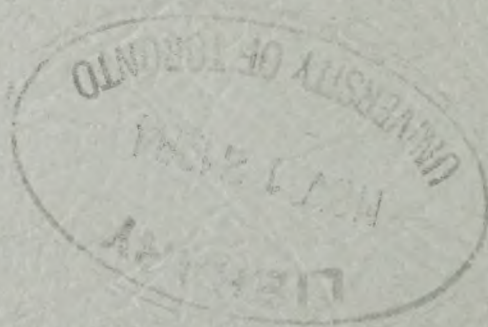
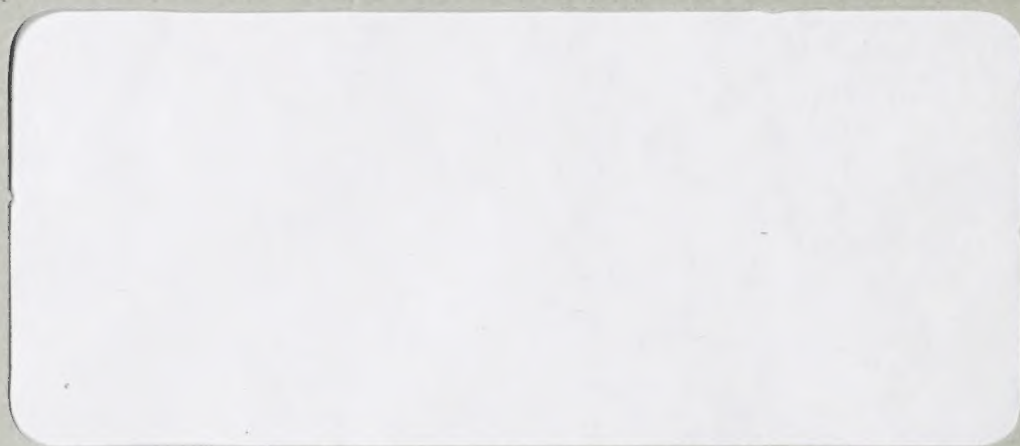


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CONSULTING ENGINEERS AND TOWN PLANNERS

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The Chairman & Members of the Planning Board,
The Township of North York,
5000 Yonge Street,
Willowdale, Ontario.

21st September, 1964.

Dear Sirs,

The Leslie Street Study

We have pleasure in submitting herewith our report on The Leslie Street Study undertaken pursuant to the resolution of your Board dated March 4th 1964 and under the terms of reference set out in the report from your Planning Director dated February 10th 1964.

Throughout the conduct of the study we have kept in contact with your staff and have enjoyed many frank and useful discussions with them as well as with members of other Township departments, particularly the Board of Education.

As suggested in our letter of February 28th, it was our understanding that any recommendations respecting Leslie Street should be related to the surrounding area. It will be seen from the map included in this report that we have in fact been obliged to consider in some detail the area between Steeles Avenue, York Mills Road, The Don Valley Parkway and Bayview Avenue. We trust that the attached report of the examination will indicate the reasons for the breadth of the work.

It will be seen that we have related the study area to other parts of the Township and the Metropolitan area only insofar as is absolutely necessary for the drawing of meaningful conclusions. In the same way, we have not detailed such things as the historical significance of the area, its geological formation, or microclimatology. These aspects were reviewed but did not seem of sufficient significance to be included in the text of the report.

21/9/64.

We thank you for requesting our services. It has been a pleasure to assist in the Study which we would be pleased to discuss with you at your convenience.

Yours very truly,

PROCTOR, REDFERN,
BOUSFIELD & BACON.

MJB/HMS

M.J.Bacon, M.T.P.I.C.

21/9/64.

INTRODUCTION

During 1958 and 1959 the North York Planning Department staff undertook a study of the North-East Sector of the Township which was set out in a report dated February 1959 and revised to September 1959. In the years since, changing circumstances and unanticipated events have suggested the necessity of re-considering the future of the area. The matter was brought to a head early in 1964 by a number of applications and proposals in the vicinity of Leslie Street but having ramifications in the adjoining area.

At its meeting on February 19th the Planning Board considered a report from its Director in respect to the Leslie Street Area, and, at its meeting on March 4th 1964 the Board appointed us as consultants to undertake the study, the results of which are contained in this report.

One of the requirements of the Board was that the Consultants should work closely with the Municipal staff in order that any recommendations made should be in the light of the background knowledge of the Township Officials. We have accordingly maintained a close liason with the Board's personnel. However, we do not suggest that they should bear any responsibility for the recommendations set out herein. We have also consulted with the staff of other Township departments when required and have discussed various aspects of the plan with the Metropolitan Toronto Planning Board staff as well as Metropolitan Toronto & Region Conservation Authority Officials.

21/9/64.

It was suggested by the Planning Board that the Consultants should consult with the following ratepayer and community associations within or contiguous to the study area:

- (1) The Bridlebrook Ratepayers Association
- (2) Don Valley Village Community Association
- (3) Bayview - Silver hills Ratepayers' Association.

The Boards Director kindly arranged a meeting with association representatives on March 24th. The meeting which was well attended, resulted in a full discussion and frank exchange of views. Subsequently a number of briefs were received and it is believed that points of concern raised by the residents have been substantially if not entirely covered in the proposed plan.

The Consultant has received communications from a number of developers in the area and has noted their wishes. However, it has not always been considered desirable to recommend land uses in accordance with their proposals. The differences are set out in the body of the report.

The report is divided into three basic sections as follows:

- (1) A General discussion of the area and the basies of the proposed plan
- (2) A discussion, as required, of the numbered areas set out on the plan (Plate 1)
- (3) Summary

SECTION 1The Study Area and the Basis of the PlanA. General

The Area considered in detail is shown on Plate I. It is generally bounded by:

- (a) Steeles Avenue
- (b) Bayview Avenue
- (c) The Don Valley Parkway and Woodbine Avenue
- (d) York Mills Road

It is divided into 43 study sub-areas each of which is shown on Plate I and is set out statistically on the Table Plate II. It will be seen that the majority of the land west of the Don Valley and north of Highway #401 is already developed. Although it was examined in respect to density, educational and other facilities it is not divided into study sub-areas, and discussed in detail, because substantial changes in it that may affect the area to the east do not appear likely.

The Area east of the Don Valley Parkway and Woodbine Avenue north of Highway #401 is now largely rural. It will undoubtedly urbanize within the foreseeable future and will bear some relationship to the study area. It is assumed however, that the Parkway will form a strong physical barrier, as does Highway #401, and that it will be most satisfactory and economical to provide most community facilities on a separated basis. Nevertheless the area was examined to determine

what elements should be co-ordinated. As an example it will be seen that the alignment of Cummer Avenue takes into account the position and importance of Passmore Road in Scarborough.

The Study area is fortunate in having a magnificent valley running through its length from North to South. The extent of the valley, its tributaries and the steepness of its slopes, makes it a potentially fine conservation area that will eventually add substantially to the amenities of the whole district. At the present time, it is in a most unfortunate transition stage, neither developed for conservation and park use or untouched by the often vulgar and unthinking hand of man. It is to be expected that the M.T. & R.C.A. will eventually carry out one of its exemplary schemes in the valley including the construction of a dam in the vicinity of Forest Grove and Alamosa Drives. A substantial portion of the valley is already owned by the Authority. Apart from the Don Valley, the area contains a number of minor streams, each of which adds to the topographical interest of the area and in some cases, enables the development of split-level residences on ravine sides. The land is undulating throughout; a feature that may assist in the development of natural focal points. For instance, it enables the positioning of apartment buildings that will command a view to Lake Ontario.

B. The Roads and Railways

The most significant man made features of the area are the Canadian National Railway tracks, plus the highways and arterial roads of which Highway #401 and the Don Valley Parkway are the most important. Of the roads, the former divides the area into two major sections; The latter forms the eastern boundary. Both facilities are potentially first class magnets for substantial industrial development. However, their attributes in this direction have already been largely discarded and their length preserved for residential construction. In passing we suggest that this is unfortunate in two ways: Firstly because the drawing power of prestige frontage on two expressways has been dissipated and secondly because by lining these unavoidably noisy routes with residential development a potential irritant has been irrevocably built into the community.

The Canadian National Railway tracks are one of the most difficult problems to be considered in the immediate vicinity of Leslie Street. At the present time they carry 12 freight and six passenger trains each 24 hours. It is understood that the number will increase, over the next few years.

The effect of railways on the residential environment has been discussed in many forums. It has not yet however been studied on a sustained scientific basis to find a solution to the problems raised.

At one end of the spectrum the National Research Council have carried out studies to assist C.M.H.C. in its thinking on mortgage policies. The studies indicated that trains produce sufficient noise to have an effect on the marketability of a house, even if not the actual audio sensitivity of the occupants, at a distance of over half a mile. Planting and other devices are helpful as a protective measure but are only a partial solution. Further studies are at an advanced stage to determine guide lines for loan policies in respect to properties near rail lines. It is expected that there will be some flexibility in any regulations, used by the Corporation, based on the number of trains per day, and the relationship of the elevation of the rail line to the building parcel(s). At the other end of the scale a considerable amount of experimentation is being undertaken to see if sheilding the wheels of trains or the use of rubber wheels and other devices can substantially reduce noise. So far no spectacular progress seems to have been made.

It is often suggested, and undoubtedly with truth, that people get used to the noise of trains. Whether they should be obliged to get used to it or not is a different matter. There is however an insufficient knowledge of the effects of noise to be able to state categorically how much attention should be given to the problem from a health standpoint. We must therefore act more by intuition and observation than by scientific method.

In the Leslie Street area it is noted that houses have been constructed and occupied adjacent to the railway in the southerly section. In the northerly portion, on Allview Crescent, the lots have not yet been developed while the remainder of the subdivision is almost completed. This suggests that while the railway may not be a preferred location it has been found compatible in at least part of the general area under study.

The problems of noise long associated with railways are perhaps as violent on roads. The Township has experienced the effect of Highway #401 particularly in respect to its present reconstruction. It has generally been fortunate that the D.H.O and the Metropolitan Corporation have acquired large rights of way thus allowing for some noise dispersal. The lack of room for such on Highway #401, as now being re-built, has pointed up the problems of such facilities. It should also be noted that while planting strips adjacent to lots backing up to major roads have been successful in some cases they have failed in others. It is suggested that a good deal more study should be given to the problems of building adjacent to railways, expressways and airports and that the North York Planning Board may wish to initiate, perhaps by recommendation, such a task.

The proposed plan, Plate I, shows the major street and highway pattern. The basic grid is composed of Bayview Avenue, Leslie Street,

the Don Valley Parkway (with service roads north of Highway #401) and Steeles, Finch, and Sheppard Avenues, plus York Mills Road.

It is noted that many areas in the metropolitan area have been less than satisfactorily served by a system of mid block collectors such as Mount Pleasant Road, Avenue Road and Spadina Avenue. When development matures and reaches its optimum density, such facilities are essential elements in the transportation network. The existing development between Bayview Avenue and Leslie Street plus the Valley of the Don River, make the provision of such roads difficult. It is suggested however, that some relief may be provided by the designation of a north-south route as shown on Plate 1. Its alignment in the vicinity of Highway #401 is less than desirable and a better short link to a future underpass at the Highway may have to be considered. North of Highway #401 the route is circuitous but at least continuous. (It is understood that south of Lawrence Avenue it will eventually link up with a collector facility north and south of Eglinton Ave.) Between Leslie Street and the Don Valley Parkway, Don Mills Road should be an adequate mid block facility.

In an east-west direction, the situation is less satisfactory and the only road that can be provided at a reasonable cost is Cummer Avenue; which will have to be reconstructed when development occurs in the northern area. A number of routes were considered for Cummer Avenue and the most satisfactory appears to be that shown on Plate I. Since it is desirable to limit the Municipal costs of construction to a minimum, it has been

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positioned to permit development on both sides. In area 17, it would, if developed in the optimum position for traffic, split the residential area in two. The road has therefore been shown one lot depth south of the cemetery except near the easterly interchange where space for a grouping of multiple family accommodation has been provided. Plate I also shows, where possible, a system of neighbourhood collector streets. These have been positioned to permit the free flow of local traffic to major roads and to provide access to multiple family accommodation without the necessity of using streets otherwise used only by single family and semi-detached units. In no case are apartments suggested where they do not have almost immediate access to a major road.

C. Population and Housing.

A number of recent reports* have set out statistical information in respect to the composition of the housing stock in individual municipalities and in the Metropolitan Toronto area as a whole.

* Proposed Official Plan of the Metropolitan Toronto Planning Area, Part II. Population and Housing	June 1962.
Population and Housing, North York Planning Board.	April 10th, 1963.
Supplement to Population and Housing. North York Planning Board.	Feb. 14th, 1964.
Future Development Patterns, Scarborough Planning Board	Feb. 27th, 1964.

Each report has been based on a considerable amount of investigation but has recommended a different mix of housing types. This fact could either suggest that some of the reports have not been comprehensive enough to enable a really accurate forecast, or that there is not a mix that will be satisfactory in similar suburban situations. We do not make any general recommendation in this regard since the problem is one which demands a good deal more attention than would be possible under the terms of reference of this study. We do however, note that the mix varies greatly between adjoining communities and between municipalities. It might be expected that the City of Toronto at the core of the Metropolitan area, would have a higher percentage of apartments than suburban municipalities. Our brief review of the situation indicated that this was not likely to be the case if present policies respecting the zoning of land for apartment use were continued. As an instance, it is estimated that in the area from Flemington Park north to Steeles Avenue and from Victoria Park Avenue over to Bayview Avenue there is now over three years supply of land available for apartment construction for the whole Metropolitan area, or about eight years supply for the whole of North York. In the study area there is already enough land committed for apartments to take up the total North York programme - based on the last five years average - for several years.

The figure amounts to approximately 66% of the total number of units that might be expected in the area now developed or under registered plan.

We do not, as stated above, suggest that the figure is incorrect, only that it is higher than the percentage considered reasonable in your staff reports of May 1st 1963 and February 14th 1964. We do however, suggest that the concentration of high density units into "Apartment Cities" may leave something to be desired and may tend to pre-empt the development of apartments in other areas because the total potential supply is too large. Examples of this phenomina are the Davis Estate, Henry Park and Don Valley Village.

We recognize the fact that once land is zoned or otherwise committed for high density development, it is difficult to change its designation to one which only permits a lower density. We have thus accepted the status quo and limited our recommendations for high density development to places where it is in our opinion undeniably suitable and desirable. This has resulted in an overall ratio of multiple-family (34%) and apartment (35%) to single family and semi-detached (31%) accommodation which is relatively high within the study area. However, when taken as a whole with the area to Yonge Street in the west, it provides a reasonable balance of all types of accommodation, viz. 56% to 44%

It is, in the study area, an increase over the presently allocated potential of 58% multiple family and apartments to 41.5% single family and semi-detached. Such is inevitable if land presently zoned but in our opinion largely unsuitable or undesirable for single family detached housing is to be developed in a satisfactory manner.

D. District Centres.

The proposals, shown on Plate I, envisage the development of the area as a series of districts each with a focus consisting of public buildings and spaces related to high rise apartment buildings and in some cases commercial facilities.

The criticism has often been made, and we believe with justification, that the suburban areas of most communities have developed as an amorphous mass with no real centre. In other times each community had a recognizable "downtown". The scale varied from that of the village, where a green space was surrounded by public buildings and stores, to that of the City, where an impressive civic building was set off by a square surrounded by important commercial enterprises. The inhabitants and visitors knew when they had arrived at the heart of the community. These centres formed for reasons, many of which may not be valid today; the result however was an environment that had meaning and frequently charm.

Society is today infinitely more mobile than that which produced centres like the Piazza San Marco, the average population turnover is often 20% per annum. We believe that the factor makes the need for a recognizable form to the community even more important than in the past. Since land is developed by many individuals the public authority is the only agency likely to be able to guide and even insist on a co-ordinated approach to civic design. In considering this statement it is well to remember that upwards of thirty-five percent of the land in any area is owned, developed and maintained by government and a further five percent or more used for facilities that are public or semi public. The former includes roads, parks, schools, fire halls, police stations, hydro stations, libraries, post offices etc. The latter includes such things as telephone offices and repeater stations, gas facilities, churches, clubs, offices, commercial buildings of all kinds, golf courses and cemeteries. It is possible to formulate an economic case for the integration of many if not all of these facilities since a tremendous saving of land is possible if they are situated on adjacent parcels. We do not, in the interest of brevity, pursue this argument here. We do however stress the importance of relating public and semi-public facilities to produce areas with a real sense of cohesion.

We have attempted to organize as many of the ingredients as possible into groupings which will be capable of development as integrated units.

It will be necessary however to develop designs for these units so that the individual elements can work to a series of master civic design schemes. We suggest that these should be undertaken by the municipality. As an example we site the grouping at the centre of areas 37, 38, 39 & 40 where the relationship of four schools, two parks, two churches, a small commercial area, some high rise apartments and low rise multiple family accommodation can be artfully integrated into an exciting whole.

E. Schools

Plate II shows the number of children anticipated from the development depicted on Plate I. The educational facilities required are shown on Tables I, II & III. The population generated by each dwelling unit type is that used by Township departments, school enrolment generation accords with figures used by the North York Board of Education.

We have some reservations in respect to the Boards figures for anticipated enrolment from multiple family development. It is a relatively new type of accommodation in the Metropolitan Toronto area and is frequently thought of as an apartment type of unit with an elementary school generation factor of .6 per unit. We think that this may have to be reconsidered since in Scarborough Township the figure is .8

per unit; higher than North York's Single and Semi-detached unit count. For public housing - to which this form of development is admirably suited - the figure may exceed 1.0 per unit. It is thus suggested that trends in child generation be watched very carefully so that modification can be made to the plan if necessary.

It is because of our concern in this respect that we have shown a school in the north west quadrant of the intersection of Leslie Street and Finch Avenue. While it is recognized that this is not, in some ways, the most suitable site for a public school we think that the facility will be needed to serve areas 7, 8 & 9. The alternative is to use a maximum 25 room school in area 4 for the majority of students from 4, 5, 7 & 8. With the overflow of 130 students crossing Leslie Street to attend a 23 room school in area 13. The 240 students from area 9 would then also cross Leslie Street to accommodation in areas 20 & 21. These alternatives assume a maximum size school in area 4 and almost maximum sized facilities in areas 13, 20 & 21. If the child population from multiple family housing exceeds present expectations the schools may become larger than thought desirable.

In respect to access we hesitate to recommend that 370 children should cross a street as important as Leslie when they could be accommodated in a school reached safely without a crossing or via the overpass at

TABLE I.Public Elementary Schools - Ultimate Requirements

<u>Name</u>	<u>Areas Served.</u>	<u>No. of Pupils</u>	<u>No. of Rooms</u>	<u>Acreage Required.</u>
Bayview - Steeles	<u>1, 2, 3</u>	760	2 K + 19G	8
Cummer - Hydro	<u>4, 5</u>	395	K + 10G	6
Appian Dr.	<u>6.</u>	250	K + 6 G	4 Exist
Finch - C.N.R.	<u>7, 8, 9</u>	850	2K - 22G	8
Leslie - Don	<u>12</u>	860	2K - 22G	8
Cresthaven Dr.	<u>13, 14</u>	685	2K - 17G	8
Finch - Hydro	<u>15, 16</u>	475	K - 12G	6
Woodbine - Hydro	<u>17, 18</u>	930	2K - 24G	8
Woodbine	19	615	K - 16G	8
Finch - Leslie	20	780	2K - 20G	8
MacDougald	21	575	K - 15G	6
Lescon Rd.	<u>10, 22</u>	820	2K - 21G	8
Dallington Dr.	<u>23, 24, 25</u>	935	2K - 24G	8
Kingslake Rd.	<u>26, 27, 28</u>	690	2K - 17G	8
Henry Park East	<u>29, 30</u>	(800) - 1045	2K - 27G	8
Shaughnessy	<u>31, 32, 33, 34</u>	610	K - 16G	6
Dunlace Dr.	<u>35, 36</u>	595	K - 16G	6
Taylor North	<u>37</u>	885	2K - 23G	8
Harrison Rd.	<u>38</u>	795	2K - 20G	8
Taylor South	<u>39, 40</u>	895	2K - 23G	8

the Leslie Street - Finch Avenue intersection.

In all other areas public elementary schools are expected to be a satisfactory size. If any problems occur the area boundaries can be varied slightly to achieve optimum standards.

In respect to Junior High facilities Plates I & II show maximum sized schools in areas 7 & 19. It is likely that the full development of areas 30 to 32 will increase the enrolment of the school in area 26 well above the maximum. In this event relief may be obtained by sending students to the school proposed in area 37. An alternative may be the construction of a new school in the vicinity of Don Mills Road and Highway #401 to serve the Henry Park and Donalda areas thus relieving possible overcrowding in the junior high school serving the Donalda and Parkwoods communities. A school will be required to serve areas 35 to 40 inclusive.

The four Secondary Schools shown on Plate I are existing or on sites now owned by the Board. We would have preferred to integrate the school shown in area 12 with the district centre at the junction of Leslie Street and Cummer Avenue and if possible suggest that this should be given further consideration.

School enrolment from tributary areas is shown on Tables I, II & III. It should be noted in Table III that the George Vanier School will be

TABLE II

Junior High Schools - Ultimate Requirements.

<u>Name</u>	<u>Area Served.</u>	<u>No. of Pupils.</u>
Leslie	1,2,3,4,5,7,8	985
	12,13,14	
<hr/>		
Finch	6,8,9,15,16,17	1000
	18,19,20	
<hr/>		
Woodbine	10,11,21-28	810
	29-34	<u>460</u>
		1270
<hr/>		
Windfield	35 - 43	815
<hr/>		

TABLE III

Secondary Schools - Ultimate Requirements.

<u>Name</u>	<u>Area Served</u>	<u>No. of Pupils</u>
Eastview	1-5, 7,8,12-18	1305 *
George Vanier	6,9,10,11, 19 - 28	1315
George S. Henry	29 - 34	460
York Mills	35 - 40	865

* Academic & Technical theoretical total enrolment, of which
approximately 1000 probably Academic.

a composite school providing commercial and trades facilities for the Eastview and George Henry schools. Total enrolment may be expected to be composed approximately as follows:

Arts & Science (from study area only) 1000 Students

Commercial & Trades from:

Eastview	300	Students
George Vanier	300	"
Henry Park area	100	"
Outside Study area	<u>200</u>	"
Total	<u>900</u>	"

Grand Total 1900 Students.

F. Housing Types

Plate I shows a number of housing types ranging from Low Density Single Family to Apartments. Plate II indicates in the notes the number of units per acre plus the resultant population and public school enrolment. It is felt that some mention should be made here of the two highest density categories in order that the aims of the plan are clear.

The integrated multiple family designation is intended to provide accommodation primarily for FAMILIES WITH CHILDREN. This can best be achieved by limiting the number of units in the area and ensuring a minimum size of unit of at least 1000 square feet. The majority of the units should be of the Row House or Maisonette Variety, which

will encompass variations on that general theme. It may in some cases include low rise apartment units designed to provide a satisfactory environment for children. It is NOT intended to provide accommodation for families in large suites in high rise apartments. It may however be appropriate to permit one high rise building in a specific location as an integral part of a scheme. Provided that the building contains accommodation that will be suitable for adults only and it does not constitute more than about 20% of the number of units in the total area considered for Integrated Multiple Family development in the numbered study sub area. Unit sizes in such apartments should be a maximum of about 800 sq. feet. In order to ensure that the intentions of the plan are carried out it is recommended that consideration be given to using special bylaws with site plans attached as schedules for each specific scheme.

The apartment classification is anticipated to contain buildings producing densities in the order of 60 units per acre. If the present population and public school enrolment generation factors of 2.5 & .2 are to remain usable it is suggested that the sizes of suites contained will have to be carefully considered. There has been a tendency in recent times to construct large suites with two and three bedrooms in high rise buildings. So far it is understood such suites have been mainly occupied by the more affluent section of the population and

have not been used to any large extent for family accommodation. It may be however that competition in the apartment field will increase, see Section I. C., and a substantial proportion will be used for families with children. This could produce severe problems for the Townships educational authorities. It should also be noted that arguments have been put forward in support of a higher F.S.I than permitted in the Zoning Bylaw. This has generally been on the grounds that while the developer does not wish to increase the number of units per acre he wishes to provide a larger and "better" unit type. This may produce the problems mentioned above and the additional problem of an excessively intensive use of the land. It is suggested that this matter be given serious attention with a view to formulating a satisfactory policy for the future which might be implemented by the special bylaws noted above.

G. Amendments.

In this Section I, a number of suggestions for further investigation and consideration have been made. We feel that one other matter not previously discussed should be mentioned.

Applications are made to Municipalities to amend their Official Plan and/or Zoning Bylaw. These are made by developers whose primary motive is the pursuit of profit. It is not for a moment suggested that

this pursuit is improper: Our system of development is based upon a partnership of the public and private sectors and the latter performs an essential element without whose energy, and capital, development would not take place, at least on the scale presently encountered, Government, at any level, has an obligation to protect the community at large, and on the municipal level in respect to land use formulates plans and passes bylaws. If these instruments of guidance and control are good ones then they should be respected. This is not to suggest that they will never need amendment, but it is reasonable to assume that if they are amended it should only be as a result of comprehensive and careful consideration. And, the onus for proving that amendment is required should be placed upon the initiator of the application.

In the past the situation has sometimes been that an application has been made and the onus placed on the municipality to defend its plan, not on the initiator of the amendment application that the plan should be amended. It is respectfully recommended that in future applicants should be required to provide a detailed alternative plan for the area in which the application is made in order that the full implications of the proposal are apparant. The alternative should provide the proof that amendment is required.

SECTION II

The Plan

A. General.

Plate I shows an Industrial tract of some 110 acres in the north eastern part of the Study area. It is felt that the land, well served with arterial roads on three sides, isolated from the residential area to the south and separated from the residential area to the west by the Don Mills Road can be satisfactorily developed for Industrial purposes. Since the majority of the land is in one ownership it should be possible for the Municipality, through its subdivision control as well as zoning, to ensure a high standard of development that will not adversely affect adjacent communities but will provide employment opportunities for the residents in the area.

The north east sector study proposed the re-alignment of Leslie Street north of Sheppard Avenue to permit the development of an industrial area between it and the Canadian National Railway. The re-alignment was not however realized and the industrial development proposal did not come to fruition. At an early stage in our study we investigated the possibility of re-aligning Leslie Street adjacent to the Canadian National Railway so that the narrow strip of land now between the two routes could be transferred to the east and uses integrated into the residential areas now developing. For a number

of reasons including; property acquisition, financing and the probable timing of the Leslie Street reconstruction, the contemplated re-alignment was not considered feasible.

B. Study Sub Areas

The discussion that follows relates to the specific proposals for study sub areas and is numbered in sequence. For the sake of brevity only those areas requiring a detailed explanation are covered.

Areas 9 & 10 present the most difficult problems in the entire area.

They are long and narrow with a maximum width of 1000 ⁺ feet and a minimum of ~~450~~ ¹⁵⁰ ⁺ feet and an average width between the Canadian National Railway and Leslie Street of 700 ⁺ feet. There is no question in our minds that the best use of the land is for industrial purposes. There are however three objections to this:

1. The owners of the land are understood to reject such use.
2. Potential developers do not favour such a proposal.
3. Residents in the area do not feel that industry, except very "high class" establishments would be compatible with the maintenance of their amenities.

If it was possible to ensure that any industrial use on the land was at least equal in architectural detail, maintenance and lack of truck traffic with such Don Mills establishments as Ortho Pharmaceutical and Parker Pen then the third objection it is believed would be removed.

The first two objections would not apply if a proposal to develop the land for such uses was made. We therefore recommend that if an application is made to develop areas 9 and/or 10 for prestige industrial uses and a satisfactory standard of amenity guaranteed the Municipality should favourably consider such a proposal. It is further recommended that the text of the Official Plan for this sector should set out such a policy so that no amendment of the plan would be necessary if a satisfactory proposal was made. All that would be needed would be an amendment to the Zoning Bylaw.

It is understood that the Municipal Works Yard, presently situated in area 34 is to be substantially modified when the Leslie Street-Highway #401 interchange is rebuilt. If it was possible to move the Works Yard, and we understand that it is unlikely, area 10 might be a good site for such a use. The buildings could be carefully designed and sited to form a shield along Leslie Street with all equipment stored behind them. Vehicles coming in and out could do so at one strategic point with little or no interference to residents to the east. And, the Municipality would of course ensure a very high standard of maintenance..

Area 34 where the present Works Yard is presently situated has been designated for Industrial Use with the existing Shopping Centre as

Commercial. It may well be that offices for doctors or others associated with the proposed new hospital in Area 33 will wish to settle in the immediate area but because of the limited area east of Leslie Street will not be able to do so. The text of the Official Plan should make such uses possible in Area 34 and should set policies which will ensure a high standard of maintenance in the vicinity of the hospital. If the works yard remains in its present location the Municipality should set an unequalled standard and example of housekeeping.

In Section I we stated some reservations in respect to possible apartment cities such as that likely in area 30 where the major part of the area is committed to high density apartment development. The Municipality has left the zoning in the eastern and south eastern part R2 and has expressed the hope that non retail commercial development might locate on the land. The design of the plan indicates that the Havenbrook Road extension will also function as a residential collector street. It is not therefore, in our opinion, wise to contemplate the dual use of the road for residential and non residential purposes. We suggest the designation of a small acreage adjacent to the Sheppard Avenue intersection for Commercial-possibly a motel complex - use but recommend that the rest of the land be designated for residential purposes. Recognizing the influence of the present commitments to the west on land values and residential

amenities the plan shows similar uses over to the Don Valley Parkway. If the Municipality wishes to leave the door open to very "high class" non retail commercial or industrial enterprizes generating very little or no traffic then statements of policies similar to those mentioned in respect to Areas 9 & 10 could be inserted in the text of the Official Plan.

SECTION III

Summary

The most important physical features in the study area are the Don Valley and its tributaries which give rise to interesting developmental opportunities

The railway together with Highway #401 and the Don Valley Parkway pose problems of noise and set boundaries which in large measures determine the structure of development. The problems of noise associated with such facilities should be given further study on a sustained scientific basis.

The housing mix that should be provided in the metropolitan area as a whole and within its constituent parts has not been satisfactorily settled either in terms of ratios or in terms of location. In the absence of any really viable policy and recognizing the situation viz a viz existing zoning, the recommendations in The Plan attempt to curtail additional high density areas to a minimum but provide for a substantial increase in multiple family accommodation.

It is strongly recommended that some architectural and social form be encouraged in suburban areas. To this end the Plan shows areas where District Centres, comprising public and private buildings, could be constructed. Detailed civic design schemes for these centres

should be undertaken by the Township.

Educational facilities for the population that can be anticipated as a result of the proposals in the plan can be satisfactorily provided.

It is recommended however that a careful check be kept on the student generation from multiple family accommodation.

To ensure the type of accommodation proposed in the Plan consideration should be given to special bylaws for specific projects, maximum limitations on apartment suite sizes and a careful check on applications for increases in F.S.I.

It is recommended that where a Plan has been adopted by the Municipality the onus of justifying any amendment be placed squarely on the shoulders of the applicant for the amendment.

In areas 9, 10, 30 & 34 alternative uses may be considered. To enable the rapid implementation of any satisfactory proposal it is recommended that firm policies for the alternate development of the land be included in the District Plan of the area.

Appendix I

Extract from the 663 Minutes of Planning Board
March 4th, 1964.

Re: Proposed Leslie Street Study:

The Board received a proposal dated February 28th 1964, from Proctor, Redfern, Bousfield & Bacon, with respect to the Leslie Street Study.

Motion: It was moved by Mr. Williams, seconded by Mr. Turman and carried unanimously, that the firm of Proctor, Redfern, Bousfield & Bacon, be engaged to carry out the Leslie Street Study in the terms of the Planning Staff Report of February 10th 1964, the minutes of Planning Board meeting of February 19th, 1964 and a letter dated February 28th, 1964, from the consultants and that the Planning Department Staff be authorized to participate in the discussion leading to the finalization of this report.

Absent: Messrs. Parkin, Casey and Goodhead.

Appendix II

To: Planning Board:

From: Planning Director:

Re: Consultant's Study - Leslie Street Area.

Because of the unusual circumstances surrounding the problem of future development of lands in the vicinity of Leslie Street, it is recommended to your Board that a firm of Planning Consultants be engaged to carry out a Planning Study of the area shown on the attached map, being lands in the vicinity of Leslie Street from York Mills Road on the south to Steeles Avenue on the north.

It is suggested that the planning consultants should be requested to study and report on the best method of future development of the lands outlined on the attached map, after giving consideration to the following points:

1. The proposals for this area as contained in the draft Metropolitan Toronto Official Plan.
2. The proposals and requirements of the Metropolitan Toronto and Region Conservation Authority.
3. The Ontario Municipal Board decision with respect to previous applications in the vicinity of the area under consideration.
4. The effect of the C.N.R. line in this area and some indication of the future of this railway line, having in mind the re-location of the freight yards and the possibility of commuter service.

21/9/64.

Appendix II (Con'd)

5. The need for a basic road pattern in the study area and the need for additional crossings (underpass or overpass) of the railway line.
6. Some comment with respect to the future development of that portion of Windfields Farm lying within the study area.
7. The effect of the proposed re-design and reconstruction of Leslie Street and Highway #401, within the subject area.

It is suggested that the consultants should be requested to consult with the following ratepayer and community associations within or contiguous to the study area:

1. Bridlebrook Ratepayers' Association.
2. Don Valley Village Community Association.
3. Bayview-Silverhills Ratepayers' Association.

It is further suggested that your Board should defer further action with respect to the following applications, which apply to lands within the study area, until such time as the study report has been received and considered by your Board and that the Staff be directed not to place these items on the future Planning Board Agendae until that time:

<u>File No.</u>	<u>Applicant & Location</u>	<u>Proposed.</u>
Z.63-32 and S/D #832	Don River Heights Ltd., N. Side Finch Avenue, E. of Don River.	"R4" to "RM1" and "RM6"
Z.63-115	Leslie Developments (A Weiner) S.E. Corner of Leslie St. and Sheppard Intersection.	"G" & R"3" to "RM6"
Z.63-116	Farlinger Developments W. Side Leslie Street. between Sheppard & Finch.	"RR (R2)" to "RM6"

Appendix II (Cont'd)

<u>File No.</u>	<u>Applicant & Location</u>	<u>Proposed</u>
Z.63-119 and S/D #842	Longmore Developments Ltd., W. side Leslie Street. N. of Stubbs Drive.	"RM2" to "RM6"
Z.63-132	Charlan Holdings Ltd., W. Side Leslie Street, S. of Stubbs Drive.	"R4" & "RM2" to "RM6" Specific.
File #823	Sheilds-Snow (Vicarn Dev.) Approved by North York, Awaiting Draft Approval S. Steeles Ave. E. Leslie St.	91 "R4" Lots, Secondary school and open space.
File #725	Harwin Developments, S. Finch Ave. W. Leslie St. Approved by N.Y. awaiting Draft Approval.	37 "R4" lots.
File #840	Wrentham Estates E. Leslie St. S. of 401 Approved by North York, being referred to the Minister.	Industrial Development.

Respectfully submitted,

JKC/pi
February 10th, 1964.

J.K. Curtis, P. Eng.,
PLANNING DIRECTOR.

AREA No.	LAND USE ACREAGES										No. OF DWELLING UNITS				POT'L		P.S. ENROLMENT		AREA No.
	TOTAL	SINGLE L.D.	SINGLE FAM.	SEMI DETACH	MULT FAMILY	APTS	TOTAL RES.	SCHOOLS	PARKS	COMM.	OTHER	SINGLE & SEMI FAMILY	MULT. FAMILY	APTS	TOTAL	POP'N	ELEM-ENTARY	J. H.	
1	25.0	25.0	25.0				25.0					125			125	475	95	30	25
2	96.0	42.0	42.0	18.0	13.0		73.0	11.0	4.5	5.0	2.5	350	260		610	2375	415	120	115
3	30.0			15.0	13.5		28.5		1.5			120	270		390	1525	250	75	70
STEELE HEIGHTS	151.0	67.0	67.0	33.0	26.5		126.5	11.0	6.0	5.0	2.5	595	530		1125	4375	760	225	210
4	71.0		47.0		13.0		60.0	6.0	5.0			230	260		490	2100	300	90	80
5	25.0	25.0	25.0				25.0					125			125	475	95	30	25
6	86.0	13.0	69.0				82.0	4.0				335			335	1275	250	75	70
7	52.0				42.0		42.0	10.0				840			840	3350	500	150	140
8	17.0				9.0		9.0	8.0				180			180	725	110	35	30
9	21.0				20.0		20.0		1.0			400			400	1600	240	70	65
10	18.0					17.0	17.0		1.0					1000	1000	2500	200	60	55
11	35.0										35.0								11
DON RIVER HEIGHTS	325.0	13.0	141.0		84.0	17.0	255.0	28.0	7.0		35.0	690	1680	1000	3370	12025	1695	510	465
12	232.0		136.0		25.0	4.0	165.0	23.0	11.0		33.0	680	500	240	1420	5200	860	250	240
13	97.0		72.0		4.0		76.0	5.0	5.0	9.0	2.0	360	80		440	1700	320	95	90
14	75.0		29.5	10.0	13.5	3.0	56.0	5.5	5.5	5.5	2.5	230	270	180	680	2400	365	110	100
15	32.0		19.0	2.0	7.0	4.0	32.0					110	140	240	490	1580	215	65	60
16	52.0		25.0	2.0	13.0		40.0	6.0	3.0		3.0	140	260		400	1570	260	75	70
17	84.0		57.5	2.0	20.0		79.5		4.5			300	400		700	2740	465	135	130
18	71.0		31.0		25.0	4.0	60.0	8.0	3.0			155	500	240	895	3200	465	135	130
HILLCREST VILLAGE	643.0	370.0	16.0	107.5	15.0	508.5	47.5	32.0	14.5	40.5		1975	2150	900	5025	18390	2950	865	820
19	145.0		100.0		20.0		120.0	18.0	7.0			500	400		900	3500	615	180	170
20	140.0		80.0		30.0	10.0	120.0	8.0	7.5		4.5	400	600	600	1600	5400	780	230	215
21	125.0		92.0		13.0	6.0	111.0	8.0	6.0			460	260	360	1080	3700	575	170	160
22	116.0		70.5		15.0	15.0	100.5	6.0	6.0	3.5		350	300	900	1550	4850	620	180	170
23	42.0		42.0				42.5					198			198	750	150	45	40
24	38.0		19.0		9.0	5.0	33.0		5.0			95	180	300	575	1830	240	70	65
25	110.0		45.0	4.5	9.5	20.5	79.5	16.0	13.0	1.5		242	190	1230	1662	4750	545	160	150
26	38.0							23.5	7.0	5.0	2.5	380	260	1230	1870	5600	690	200	190
27	130.0		85.5		13.0	20.5	119.0	6.0	5.0										27
28	60.0		534.0	4.5	109.5	77.0	725.0	85.5	56.5	70.0	7.0	2625	2190	4620	9435	30380	4215	1235	1160
DON VALLEY VILLAGE	944.0																		28
29	25.0				8.0	7.0	15.0			10.0				160	420	580	180	55	50
30	85.0				37.0	35.0	72.0	6.0	7.0				740	2100	2840	8210	865	255	240
31	65.0		44.0		12.0	7.0	63.0				2.0	220	240	420	880	2800	395	115	110
32	92.0		82.0				82.0	5.0	5.0			300			300	1125	225	65	60
33	8.0										8.0								33
34	21.0									2.0	19.0								34
HENRY PARK	296.0		126.0		57.0	49.0	232.0	11.0	12.0	12.0	29.0	520	1140	2940	4600	13780	1665	490	460
35	115.0		76.0	29.0			105.0	5.0	5.0			525			525	2000	390	115	105
36	29.0		15.5		12.5		28.0				1.0	75	250		325	1285	205	60	55
37	195.0	25.0	84.5		40.0	4.0	153.5	18.0	10.0	3.5	10.0	475	800	240	1515	5600	885	260	240
38	385.0	329.5			26.0		355.5	20.0	1.5		8.0	650	520		1170	4600	795	235	220
39	100.0	86.0					86.0		14.0			140			140	535	105	30	30
40	180.0	27.0	102.0		25.0	5.0	159.0	13.0	8.0			575	500	300	1375	4950	790	230	215
41	37.5										37.5								41
42	151.0										151.0								42
43	9.5										9.5								43
ORIOLE	1202.0	467.5	278.0	29.0	103.5	9.0	887.0	56.0	38.5	3.5	217.0	2440	2070	540	5050	18970	3170	930	865
	3561.0	480.5	1516.0	82.5	488.0	167.0	2734.0	239.0	152.0	105.0	331.0	8845	9760	10000	28605	97920	14455	4255	3980

1. NO. OF DWELLING UNITS DERIVED BY:

(i) AS SHOWN ON REGISTERED PLANS
(ii) GROSS ACREAGE INCLUDING STREETS BUT EXCLUDING OTHER USES SUCH AS SCHOOLS, PARKS, ETC. AT 2.5 UNITS PER ACRE FOR LOW DENSITY
5.0 UNITS PER ACRE FOR SINGLE FAMILY
8.0 UNITS PER ACRE FOR SEMI DETACHED
20 UNITS PER ACRE FOR INTEGRATED MULTIPLE FAMILY & APARTMENTS
60 UNITS PER ACRE FOR APARTMENTS

2. POTENTIAL POPULATION DERIVED BY:

3.6 PERSONS PER SINGLE & SEMI DETACHED DWELLING UNITS
4.0 PERSONS PER MULTIPLE FAMILY DWELLING UNIT
2.5 PER APARTMENT UNIT

3. PUBLIC SCHOOL ENROLMENT DERIVED BY:

(i) ELEMENTARY SCHOOL STUDENTS AT 0.75 PER SINGLE OR SEMI DETACHED UNIT
0.6 PER MULTIPLE FAMILY UNIT
0.2 PER APARTMENT UNIT
(ii) JUNIOR HIGH ENROLMENT AT 29.4% OF THE ELEMENTARY SCHOOL ENROLMENT
(iii) SECONDARY SCHOOL ENROLMENT AT 27.5% OF THE ELEMENTARY SCHOOL ENROLMENT

SUB - AREA STATISTICS

LESLIE STREET STUDY

TOWNSHIP OF NORTH YORK

PROCTOR, REDFERN, BOUSFIELD & BACON

CONSULTING ENGINEERS & TOWN PLANNERS

75 EGLINTON AVENUE EAST TELEPHONE 487-1171 TORONTO 12

DRAWN K.M.

APPROVED *[Signature]*

DATE AUG / 64

DRAWING NO. C-64208-2

